AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [0018] with the following amended paragraph:

[0018] Fig. 1 shows the first embodiment which includes a brake pedal 1, a pressure adjusting device 2 comprising a pressure adjusting valve 3 and a master cylinder 4, a hydraulic pressure source 5 including a power-driven pump 5a, an accumulator 5b for storing the hydraulic pressure produced by the pump 5a, and a hydraulic pressure sensor 5c, an atmospheric reservoir 6 communicating with the inlet ports of the pump 5a and the master cylinder 4, wheel cylinders 7-1 to 7-4 for imparting braking force to the respective vehicle wheels W-1 to W-4, and an electronic control device 8 (ECU). In the hydraulic pressure source 5, when the hydraulic pressure detected by the hydraulic pressure sensor 5c becomes below a preset lower limit, a command is given from the electronic control device 8 to activate the pump 5a, and when the detected hydraulic pressure becomes above a preset upper limit, the pump 5a will stop. Thus, in a normal state, hydraulic pressure in a predetermined range is always stored.

Please replace paragraph [0028] with the following amended paragraph:

[0028] Between the pressure adjusting valve 3 and a junction J between the hydraulic pressure supply passage 20 and the ~~pressure adjusting valve 3,~~ hydraulic passage 12 a second proportional solenoid valve 22 is provided to reduce the hydraulic pressure supplied to the wheel cylinders ~~through the hydraulic pressure supply passage 20~~ when necessary.

Please replace paragraph [0029] with the following amended paragraph:

[0029] A check valve 23 is provided in parallel to the second proportional solenoid valve 22. The check valve 23 is oriented so as to allow fluid flow from the pressure adjusting valve 3 toward the ~~hydraulic pressure supply passage 20~~ junction J. A hydraulic pressure sensor 24 for detecting the output hydraulic pressure of the pressure adjusting valve 3, and a hydraulic pressure sensor 25 for detecting the hydraulic pressure of the wheel cylinders are provided.

Please replace paragraph [0033] with the following amended paragraph:

[0033] Next, automatic brake control such as vehicle stability control (VSC) or car-to-car distance control (ACC) is performed by opening the first proportional solenoid valve 21 with the solenoid valve 13 closed, the solenoid valve 15 open and the second proportional solenoid valve 22 closed under the command from the electronic control device 8. The proportional solenoid valves control a differential pressure between the upstream hydraulic pressure and the downstream hydraulic pressure to a value corresponding to a control current. The first proportional solenoid valve 21 can adjust the hydraulic pressure from the hydraulic pressure source 5 to a hydraulic pressure necessary in automatic brake control and supply it through the hydraulic pressure supply passage 20 to the wheel cylinders 7-1 to 7-4. If it becomes necessary to reduce the hydraulic pressure supplied ~~through the first proportional solenoid valve 21~~ to the wheel cylinders, this requirement is fulfilled by closing the first proportional solenoid valve 21 and opening the second proportional solenoid valve 22. During automatic brake control, brake operation is not done by the driver, and the hydraulic passage 12 is in communication with the atmospheric reservoir 6 through the pressure adjusting valve 3. Thus, it is possible to reduce

pressure by means of the second proportional solenoid valve 22 to a value corresponding to its control current.

Please replace paragraph [0037] with the following amended paragraph:

[0037] The vehicle hydraulic brake device of Fig. 1 is a ~~combination of the device of claim 1 and that of claim 2 (a~~ type in which the master cylinder is actuated by the output hydraulic pressure of the pressure adjusting valve and the brake operating ~~force)~~ force.

Please replace paragraph [0039] with the following amended paragraph:

[0039] Fig. 2 shows the second embodiment which is a ~~combination of the device of claim 1 and the device of claim 3 (a~~ type in which the master cylinder is actuated by the output hydraulic pressure of the pressure adjusting valve and the brake operating ~~force)~~ force. The brake pedal 1, pressure adjusting device 2, pressure adjusting valve 3, master cylinder 4, hydraulic pressure source 5, atmospheric reservoir 6, wheel cylinders 7-1 to 7-4, electronic control device 8 and pressure sensors 24 and 25 which form the vehicle hydraulic brake device of Fig. 2 are the same as those mentioned with respect to Fig. 1. Thus the same numerals as in Fig. 1 are used, and description is omitted.

Please replace paragraph [0040] with the following amended paragraph:

[0040] In the vehicle hydraulic brake device of Fig. 2, a hydraulic pressure supply passage 20 through which the output hydraulic pressure of the hydraulic pressure source 5 is reduced by a first proportional solenoid valve 21 and supplied is

connected to a hydraulic pressure passage 12 connecting the pressure adjusting valve 3 to a pressure chamber 11. Further, a second proportional solenoid valve 22 for reducing the hydraulic pressure supplied from the hydraulic pressure supply passage 20 is provided between the pressure adjusting valve 3 and a junction J between the hydraulic pressure supply passage 20 and the ~~pressure adjusting valve 3, and a~~ hydraulic passage 12. A check valve 23 for allowing fluid flow from the pressure adjusting valve 3 toward the hydraulic pressure supply passage 20 is provided parallel to the second proportional solenoid valve 22 to directly supply the hydraulic pressure produced in the master cylinder 4 into the wheel cylinders 7-3 and 7-4, which are in the second hydraulic line. Thus, the structure is extremely simplified.

Please replace paragraph [0042] with the following amended paragraph:

[0042] Fig. 3 shows the third embodiment which is ~~the device of claim 2 (~~a type in which in a normal state, the master cylinder is actuated under the output hydraulic pressure of the pressure adjusting valve ~~only)~~ only. In the vehicle hydraulic brake device of Fig. 3, a pressure adjusting device 2A is used which comprises the pressure adjusting valve 3 and a tandem master cylinder 30. Among other structural elements, for those that are the same as the structural elements of the vehicle hydraulic brake device of Fig. 1, the same numerals as in Fig. 1 are attached and their description is omitted. Only different points from Fig. 1 will be described below.

Please replace paragraph [0055] with the following amended paragraph:

[0055] Fig. 4 shows the embodiment of ~~the devices of claims 1 and 3 (a~~ type in which in a normal state, the master cylinder is actuated under the output hydraulic pressure of the pressure adjusting valve ~~only)~~ only. In the vehicle hydraulic brake device of Fig. 4, a pressure adjusting device 2B having a master cylinder 34 for generating brake hydraulic pressure in a master hydraulic chamber 34b by actuating a master piston 34a under the output hydraulic pressure of the pressure adjusting valve 3, is used instead of the tandem master cylinder 30 of the pressure adjusting device of Fig. 3, to actuate the wheel cylinders 7-1 and 7-2, which are in the first hydraulic line, with the output hydraulic pressure of the pressure adjusting valve 3, and the wheel cylinders 7-3 and 7-4, which are in the second hydraulic line, with the output hydraulic pressure of the master cylinder 34. Also, a hydraulic pressure supply passage 20 for supplying the output hydraulic pressure of the hydraulic pressure source 5 after reducing with a first proportional solenoid valve 21 is connected to a hydraulic passage 35 which connects the pressure adjusting valve 3 with the pressure chamber 26. Further, a second proportional solenoid valve 22 is disposed between the hydraulic pressure supply passage 20 and the pressure adjusting valve 3. A check valve 23 that allows fluid flow from the pressure adjusting valve 3 toward the hydraulic pressure supply passage 20 is provided parallel to the second proportional solenoid valve 22.